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REPORT OF THE INAUGURAL MEETING OF THE CO-ORDINATING COMMITTEE OF THE
TRIPOLI-WINDHOEK TRANS-CENTRAL AFRICAN HIGHWAY (TCAH)

A. ORGANIZATION

1. The inaugural meeting of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway (TCAH) was held at Bangui, Central African Republic, from 26 to 29 June 1984.

B. ATTENDANCE AND PARTICIPANTS

2. The meeting was attended by the following members of the Trans-Central African Highway; and observers:

(a) Members: Chad, Republic of Cameroon, Central African Republic, Congo, and Zaire.

(b) Associate members: Gabon and Nigeria

(c) Observers: TANA, UDEAC

C. OPENING OF THE MEETING

3. The inaugural meeting of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway was opened by Général de Brigadier Abel NADO, Minister of Public Works and Urban Development of the Central African Republic, who called on the representative of ECA to make a statement.

In his opening statement, the representative of the Executive Secretary of ECA, M. Tchouta Moussa, Director of Transport, Communications and Tourism Division paid tribute to the Government and people of the Central African Republic for hosting the meeting and for their hospitality and courtesy.

The purpose of the meeting was to set up the Co-ordinating Committee for the TCAH to enhance its development, he said. He then reviewed the substantive items on the agenda in detail, including the proposed terms of reference of the Committee, and its work programme for the next few years. He stated further that the Committee would have the opportunity to review also the current status of the Tripoli-Windhoek highway, based on an ECA report, and complemented by country statements on the progress of development of the segment of the TCAH within their borders.

4. Finally the Committee would consider the proposed alignment of the Highway and establish its itinerary in each country.

5. Mr. Tchouta Moussa then reviewed briefly the critical economic situation facing the African region, and the effort of the UN Secretary-General to overcome the worsening drought situation, food shortages, malnutrition, famine and diseases. He concluded by reminding participating countries that although ECA and its UNFACDA programme aimed at developing a harmonized and integrated complete transportation system rather than one compartmentalized into modal sub-sectors, there was no denying that road transport played a dominant role. It was flexible and versatile and hence superior to alternative modes in terms of reliability and practicability.

Hence the TCAH was a most important project for the growth and development of Africa. Realization of the TCAH project in the near future would facilitate trade and enhance the transfer of technology into the Tripoli-Windhoek area; which in turn would have a tremendous impact on the effort to promote self-sustaining growth and development in Africa.

6. In his opening address, the representative of the Government of the Central African Republic, Brigadier General Abel NADO, Minister of Public Works and Urban Development welcomed all participants.

7. He expressed his appreciation to ECA, and in particular to its Executive Secretary, for having chosen Bangui as the venue for the meeting. His appreciation also went to those representatives who had been good enough to travel long distances in order to participate at such an important meeting notwithstanding the poor state of communications in Africa; concerted efforts were crucial to solving the problems facing Africa, especially that of transport, and thereby intensifying inter-African co-operation and trade. Better than ports and airports, roads rendered a vital service by their flexibility and provided access to the remotest parts of African countries.

8. At the Conference of African Ministers of Transport held in Tunis a few years ago the idea of building Trans-African Highways was first introduced. Since that time, such projects as the Lagos-Mombasa, Lagos-Algers, Cairo-Gaborone, Lagos-Nouakchott and Dakar-N'Djamena highways had made slow but sure progress. The current meeting was to consider the Tripoli-Windhoek road link which was one of the ongoing projects whose expected benefits were beyond question.

Election of officers (agenda item 2)

9. The Committee elected the following persons to constitute the Bureau of the meeting:

- (a) Chairman, Brigadier-General Abel Nado, (Minister of CAR)
- (b) Vice Chairman, Mr. Ngome Kome, (Minister of Cameroon)
- (c) Rapporteur, M. Hassan Djanous, (Minister of Chad)

Adoption of the agenda and organization of work (agenda item 3)

10. The Committee adopted the following agenda:

- 1. Opening of the meeting
- 2. Election of officers
- 3. Adoption of the agenda and organization of work
- 4. Establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway and adoption of its terms of reference
- 5. Review of the current status of the Tripoli-Windhoek Trans-Central African Highway and its feeder links from neighbouring countries
- 6. Consideration of the ECA reports on the general alignment and proposed itinerary of the Tripoli-Windhoek Trans-Central African Highway

7. Consideration of the programme of work of the Committee
8. Any other matters
9. Date and place of the next meeting
10. Adoption of the report

Establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway and adoption of its terms of reference (agenda item 4)

11. The ECA secretariat introduced document TRANS/TCAH/84/2 containing the terms of reference for establishment of the Co-ordinating Committee of the TCAH. The meeting then discussed the terms of reference article by article, and adopted it as amended. The new text is attached to this report as annex I.

The Tripoli-Windhoek Highway and its feeder links, and the general alignment and final itinerary of the TCAH (agenda items 5 and 6 combined)

12. In introducing documents TRANS/TCAH/84/3 and TRANS/TCAH/84/4 jointly, the representative of the Executive Secretary said that the objectives of those two items were similar. A map had been prepared indicating the proposed alignment of the TCAH system and to assist member countries to determine the final itinerary of the network.

13. After exchanges of opinion on the alignment of the main highway and the location of feeder roads the Committee adopted the following itinerary for the members and associate member countries present.

14. The Committee noted however, that some member and associate member countries were not represented and therefore instructed and mandated ECA to contact those countries in order to establish the final itinerary of the TCAH network in their respective territories.

1. Chad

(a) Main highway

Libyan border-Zouar-Faya-Koro Toro-Massaguet-Ndjamena-Kousseri.

(b) Chad Feeder Roads

- (i) Zouar-Bardai
- (ii) Faya-Ounianga
- (iii) Faya-Fada-Oum Shaloba
- (iv) Faya-Biltine-Abache-Goz Beidar-Am Timan-Sarh
- (v) Guelendeng-Bongor-Lai-Moundou-Lere-Figuil
- (vi) Moundou-Gore-Frontière Niger
- (vii) Birgarat-Mao-Frontière Niger
- (viii) Mondo-Ngouri-Bol
- (ix) Bongor-Cameroon border

2. Cameroon

(a) Main Highway

Kousséri-Garoua-Ngoundere-Garoua Boulai-Bertoua-Batouri (CAR border)

(b) Cameroon Feeder Roads

- (i) Ngaoundere-Banyo-Foumban-Bangangte-Bafia-Yaoundé-Mbal Mayo-Ebolowa-Ambam-Gabon border
- (ii) Ebolowa-Djoum-Yokadouma-CAR border
- (iii) Batouri-Yokadouma-Mouloundou-Congo border

3. Central African Republic

(a) Main highway

Gamboula (Cameroon border)-Berberati-Nola-Salo-Bomassa (Congo border)

(b) CAR Feeder Roads

- (i) Berberati-Carnot-Baoro-Bozoum-Bossangoz-Bouca-Batangafo-Kabo (Chad border)
- (ii) Yanondo-Bambio-Boda-Bimon-Bangui

4. Congo

(a) Main highway

Bomassa-Ouesso-Owando-Gamboma-Brazzaville

(b) Congo Feeder Roads

- (i) Ketta-Sembe-Souanke-Ntam (Cameroon border)
- (ii) Makoua-Etoundi-M'bomo (Gabon border)
- (iii) Obouya-Boundji-Okoyo-Franceville (Gabon border)
- (iv) Brazzaville-Loubomo-Kitangou-Nyanga-Ndende (Gabon border)

5. Zaire

(a) Main highway

Kinshasa-Matadi-Angola-Angola border

(b) Zaire Feeder Roads

- (i) CAR border-Zongo-Libenge-Gemena-Lisala-Bumba-Buta
- (ii) Kinshasa-Kikwit-Batshamba-Tshikapa-Kananga-Mbuji-Mayi-Mwene Ditu-Kamina-Nguba-Likasi-Lubumbashi-Kasumbalesa-Zambia border
- (iii) Mbuji-Mayi-Kabinda-Lubao-Kasongo-Bukavu-Rwanda/Burundi border

C. Cabon Feeder Roads

- (i) Libreville-BiFoun-Ndjobe-Lalara-Mitzic-Oyem-Bitam-Ehoro-(Cameroon border)
- (ii) Lalara-Moumameyong-Makouou-Mekambo-(Congo border)
- (iii) Alenbe-Lastourville-Moanda-Franceville-Leconi-(Congo border)
- (iv) BiFoun-Lambarene-Mouila-Ndende-Loubomo (Congo border)

Current status and technical standards of the main Trans-Central African Highway (agenda items 5 and 6 cont'd)

15. The representative of the ECA Executive Secretary called the attention of participants to the current status and technical standards indicated in ECA documents, and requested member countries to submit an update of that information on the following format:

(a) The length of road section in each country of the main TCAH Highway;

(b) The surface characteristics of the Highway in each country, designated in the three categories of asphalt, earth and gravel; and their respective lengths therein; and

(c) The design standards of the TCAH in each member country.

16. The current status and technical characteristics of the main highway submitted by members present are summarized in annex II, and attached to this report.

17. The representative of the ECA Executive Secretary also requested participants to submit the following information to ECA as soon as they got back to their countries, to complete the updating of available data on TCAH.

(a) The current status and technical data on the feeder roads to the TCAH;

(c) Road side facilities and services available in the TCAH influence area; and

(f) Any other information on the transportation situation considered pertinent and useful to the travelling public.

Consideration of the programme of work of the Committee (agenda item 7)

18. A member of the ECA secretariat introduced document TRANS/TCAH/84/5 containing the programme of work proposed for the Committee. He explained that the programme was divided into four parts, and dealt with, respectively, improvement of infrastructure, facilitation of travel and trade, maintenance monitoring and evaluation; and finally co-ordination of resource mobilization for implementation of priority projects.

19. Regarding maintenance performance requirements, he introduced the ECA Handbook of Road Maintenance in Africa (a copy of which was then distributed to each participant in the language of his choice), and added that the Committee would still need to produce specialized maintenance manuals suitable for the peculiarities of the Tripoli-Windhoek terrain (such as, for instance, the problem of shifting sands in the Sahara), if maintenance performance was to be improved.

20. The meeting then considered the work programme item by item, and adopted it with a minor amendment in para.3, page 2, whereby "short and medium term" was substituted for "immediate and near future".

21. The approved work programme is annexed to this report (annex III).

Other matters (agenda item 8)

22. The representative of the Executive Secretary informed the meeting about the forthcoming Joint ECA/Nordic Countries FIRST AFRICAN ROAD SAFETY CONGRESS, which was scheduled to be convened at Nairobi, Kenya from 27 to 30 August 1984. Road safety was a matter of grave concern to African Governments, and the Congress, the first ever in Africa, would provide African road administrators and experts the opportunity to exchange experiences with international authorities on the subject, and enhance the formulation of counter-measures against the growing problem of road traffic accidents in the region.

Date and place of the next meeting (agenda item 9)

23. According to the Terms of Reference of the TCAH Co-ordinating Committee, which stipulates that the venue of the regular meeting of the Committee should rotate among member States in French alphabetical order, Angola would be required to host the next annual meeting. However, since Angola was not represented, the Committee mandated ECA to approach Angola and arrange for the next meeting to be held in Luanda in 1985.

Adoption of the report (agenda item 10)

24. The committee adopted its report.

Closure of the meeting

25. On behalf of ECA Executive Secretary, Mr. Tchouta Moussa, thanked all delegations for their active participation and paid special tribute to the Chairman for ably steering the meeting. He also paid tribute to the Vice-Chairman and the Rapporteur who had contributed immensely towards the success of the meeting.

26. The inaugural meeting of the Lagos-Njombe Trans-African Highway Authority had been held in Bangui in 1980, and the hosting of the inaugural meeting of yet another intergovernmental entity in Bangui clearly demonstrated the commitment of the Central African Republic to support the international community and the African States in their efforts to develop the African continent.

27. The TCAH was the main African gateway to the Mediterranean and would enhance tremendously the plan to establish an African economic community by the year 2000. The United Nations Transport and Communications Decade devoted 50 per cent of its resources to roads; and 30 per cent of the crops lost in Africa would have been saved if the African road transport system had not been so backward.
28. ECA would spare no efforts in bringing the Trans-Central African Highway to all weather standard in the shortest possible time.
29. The Chairman congratulated participants for having achieved the set objectives, namely, the establishment of the Co-ordinating Committee of the Tripoli-Windhoek Trans-Central African Highway, the definition of the general itinerary of the main highway and its feeder links and the adoption of the short-term work programme of the Co-ordinating Committee. He stressed the importance of the mandate given to the Committee indicating that the itinerary adopted met the concern to enable the Highway to play its proper economic role.
30. He stressed the importance that his country attached to the improvement of transport facilities in general and road facilities in particular. He was convinced that the Co-ordinating Committee would spare no effort in carrying out its mandate.
31. On behalf of the people of Central African Republic and on behalf of the National Reconstruction Committee, he wished participants a safe journey back to their respective countries before declaring the inaugural meeting closed.

TERMS OF REFERENCES
OF THE CO-ORDINATING COMMITTEE FOR THE TRIPOLI-WINDHOEK
TRANS-CENTRAL AFRICAN HIGHWAY

The Co-ordinating Committee for the Tripoli Windhoek Trans Central African Highway shall be established as follows

Article I: Composition

The Co-ordinating Committee shall be composed of Ministers from each of the countries traversed by the Trans-Central African Highway, namely: Angola, Republic of Cameroon, Central African Republic, Congo, Libyan Arab Jamhuriya, Namibia, Chad and Zaïre. It shall also include Ministers from Associate member States interested in the Highway, such as Algeria, Botswana, Gabon, Equatorial Guinea, Niger, Nigeria, Tunisia and Zambia. Other associate member States may become members of the Co-ordinating Committee should they so desire.

Members of the Co-ordinating Committee shall be assisted by one or more alternates at the technical level.

The Executive Secretary of ECA shall be a member of the Committee.

The representatives of certain funding agencies and donor countries shall be designated associate members. Representatives of the specialized agencies of the United Nations and of the OAU, inter-governmental organizations and other appropriate organizations and experts may also be invited to participate by the Co-ordinating Committee.

Article 2: Objectives

The Co-ordinating Committee shall promote and co-ordinate the planning and construction of the Tripoli-Windhoek Highway and its road links with neighbouring countries to an all-weather standard, and the removal of all administrative barriers to international travel and trade with a view to promoting social and economic co-operation among member Countries. To this end it shall:

- (a) Issue directives to ECA for the preparation of a co-ordinated work programme for the implementation of the Highway Project;
- (b) Recommend to Governments of the member countries concerned, measures for the implementation of the Highway Project;
- (c) Explore the possibilities of obtaining external financial and technical assistance for the implementation of the Highway Project;

(d) Assist the participating Governments in the preparation and submission of requests for technical and financial assistance whether provided under the United Nations technical assistance programme or by other organizations and donors;

(e) Review from time to time the execution of road projects and programmes undertaken by participating countries in connection with the Highway;

(f) Take cognizance of appropriate arrangements between or among the Governments concerned on problems connected with the construction and improvement of sections of the Highway and advise thereon;

(g) Recommend measures for improving international travel and trade on the Highway and its road links and shall for this purpose:

(i) Review existing road and traffic regulations in force in the countries with a view to their harmonization.

(ii) Examine regulations and procedures applied to international goods and passenger traffic including customs, transit immigration and health formalities with a view to determining the extent to which they can be made uniform.

(iii) Study and make proposals for the extension of 'in bond' facilities for goods in transit between maritime ports and land-locked countries.

(h) Establish close co-operation with other intergovernmental bodies created within the context of Trans-African Highway projects.

Article 3: Secretariat Services

The ECA Executive Secretary shall provide the necessary secretariat serve for the meetings of the Committee. He shall also endeavour to secure the services of engineers, transport economists and other competent experts from some of the co-operating countries and institutions with a view to strengthening the already existing Trans-African Highways Programme staff assigned from the Transport, Communications and Tourism Division.

Article 4: Rules of Procedure

The Committee shall adopt its own rules of procedure, subject to the provision set out below.

Article 5: Sessions

The Committee shall meet at least once a year, but special meetings can be convened if the need arises.

Article 6: Venue of Meetings

The venues of the meetings shall be fixed by the Committee, preferably in the countries concerned selected in French alphabetical order of the member States.

Article 7: Bureau

At ordinary meetings the Committee shall elect its Chairman, Vice-Chairman and Rapporteur from among the representatives of the African countries concerned. The offices of Chairman and Vice-Chairman shall be filled respectively by the representatives of the host country and the next country in French alphabetical order. The persons so elected shall remain in office until the following general meeting.

On the expiration of the current Chairman's term of office, he shall be succeeded by the Vice-Chairman and a new Vice-Chairman shall be elected in accordance with the procedure set out in the first paragraph of this Article.

Article 8: Convening of meetings

The secretariat of the Economic Commission for Africa shall be responsible for the organization of meetings and the execution of directives given to it by the Committee. The Executive Secretary of ECA, in liaison with the Chairman in office, shall circulate the notes convening the meetings of the Committee, shall establish the provisional agenda, and shall distribute the appropriate documents at least two months before the opening date of the meetings of the Committee.

Article 9: Invitations

The Committee may invite any person considered acceptable and competent to participate in its discussions without the right to vote.

Article 10: Meetings

The Committee cannot hold a valid meeting unless at least a simple majority is present. Each member may be assisted by advisers of its choice.

Article 11: Voting

As far as possible all decisions will be reached unanimously. Should a vote be taken, a decision shall require the affirmative vote of a two-thirds majority of member States, as defined in article 1.

Article 12: Reports and Recommendations

The proceedings of the Committee shall be the subject of a report to be prepared by the ECA secretariat in both English and French, the two versions being equally authentic.

Decisions shall be in the form of resolutions and shall be recorded in a separate document annexed to the report.

Article 13:

The ECA secretariat shall, with the assistance of member countries, be responsible for preparing periodic reports on the implementation of the decisions of the Committee.

Article 14:

The Committee shall present its reports to the Governments of member States, Associate member States and to the United Nations Economic Commission for Africa.

Article 15:

All expenses incurred by participants at meetings of the Committee shall be the responsibility of the Governments and organizations which they represent.

GENERAL PHYSICAL STATUS OF THE KOUILI WHITEHOPE
TRANS-CENTRAL AFRICAN HIGHWAY

Countries and sections	Type of surfacing			Technical standard			
	Asphalt (km)	Gravel (km)	Earth (km)	Total (km)	Pavement width (m)	Shoulder (m)	Allowable Axle load (T)
1. CHAD							
Border-Kourizo- Pass			100	100	6	1.5	13
Kourizo-Pass Kouli-Zour			330	330	"	"	"
Zour-Shenda- Paya			525	525	"	"	"
Paya-Koro-Toro			270	270	"	"	"
Koro-Toro-Moussoro- Massakory			305	305	"	"	"
Massakory-Masseguet N'djamena	73		60	133	"	"	"
Total	73		1465	1538			
2. CAMEROON							
Kousseri-Maltam			26	26	6	1.5	10
Maltam-Maza Marous	200			200	6	1.5	10
Marous-Garoua	212			212	7	1.5	10
Garoua Ngoundere	280			280	7	1.5	10
Ngoundere-Garoua Boulai		210		210	6	1.0	10
Garoua-Boulai-Bertoua		260		260	6	1.0	10
Bertoua-Batouri Kenzo-CAR border		213		213	8	1.0	10
Total	780	743	26	1537			

Countries and sections	Type of surfacing			Technical standards			
	Asphalt (km)	Gravel (km)	Earth (km)	Total (km)	Pavement width (m)	Shoulder (m)	Allowable axis-load (T)
3. CDR							
Gamboula-Berberati		100	-	100	7	1.5	13
Berberati-Nola-Salo	-	100	-	100	7	1.5	13
Salo-Bomassa	-	-	120	120	"	"	"
Bomassa-Ouesso	-	-	70	70	"	"	"
Total		200	290	490			

4. CONGO

Bomassa-Ouesso	-	-	70	70	7	1.5	13
Ouesso-Liouesso	-	80	-	80	"	"	"
Louesso-Yengo	-	111	-	111	"	"	"
Yengo-Makoua	-	-	44	44	"	"	"
Makoua-Owando	-	71	-	71	"	"	"
Owando-Brazzaville	516	-	-	516	"	"	"
Total	516	282	114	912			

5. ZAIRE

Kinshasa-Matadi - Ango-Ango-Angola-border	362	-	0	362	6.60	2.20	10
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Countries and sections

LIBYA	Asphalt	Gravel	Earth	Total
Tripoli-Misratah	217	-	-	217
Misratah-Sabeh	803	-	-	803
Sabeh-El-Araneb	112	-	-	112
El-Araneb-El-Gatroun	190	-	-	190
El-Gatroun Libyan border	-	-	300	300
Total	1322	-	300	1622

ANGOLA	Asphalt	Gravel	Earth	Total
Matadi-Bondo	756	-	-	756
Bondo-Alto-Hama	143	-	-	143
Alto-Hama-Caconda	258	-	-	258
Caconda-LuBango	203	-	-	203
LuBango-Rocadas	249	-	-	249
Rocadas-Namucunda	141	-	-	141
Total	2199	-	-	2199

Conclusion

Should the Libyan Arab Jamahiriya and Angola accept the itinerary proposed by ECV, that is to say proceed from Tripoli to the Libyan border by way of Sabeh and El-Gatroun, the total length of the Libyan segment will be 1,622 kms.

Similarly, if ECV's proposed itinerary were followed, the Angolan segment of the Highway will be 2,199 kms long.

This would shorten the Tripoli-Windhoek Highway somewhat to no more than 3,840 kms in all.

Libyan Arab Jamahiriya	1,622 km
Chad	1,766 km
Cameroon	1,537 km
Central African Republic	470 km
Congo	392 km
Zaire	352 km
Angola	2,199 km

APPROVED PROGRAMME OF WORK OF THE CO-ORDINATING
COMMITTEE OF THE TRIPOLI-WINDHOEK TRANS CENTRAL
AFRICAN HIGHWAY (TCAH)

I. PROGRAMME OUTLINE

TCAH PROGRAMME A:	Co-ordination of infrastructure improvement
TCAH PROGRAMME B:	Facilitation of travel and trade
TCAH PROGRAMME C:	Monitoring and co-ordination of maintenance
TCAH PROGRAMME D:	Co-ordination of resource mobilization efforts

II. PROGRAMME OF WORK

1. The principal objectives of the Co-ordinating Committee of the Tripoli-Windhoek Trans Central African Highway are:
 - (a) To co-ordinate the planning and physical improvement of the Tripoli-Windhoek highway system to all-weather standard;
 - (b) To facilitate travel and trade on the Tripoli-Windhoek Highway and its feeder links, by co-ordinating the elimination or reducing of non-physical barriers of administrative and legal nature;
 - (c) To co-ordinate improved road maintenance operations, and promote establishment and improvement of national and intergovernmental institutions for road maintenance management, and for maintenance training; and
 - (d) To co-ordinate the mobilization of technical and financial resources, (domestic as well as external), for implementation of programmed work.

A. Co-ordination of infrastructure improvement

2. The first step to be taken in the planning process aimed towards the effort to improve missing links in the Highway is to locate and identify all those missing links or substandard segments in the Tripoli-Windhoek Highway and its feeder roads, essentially by means of a road inventory operation. Road inventory is the basic activity required for planning purposes, and for determining priority projects.
3. The proposed activities of the Co-ordinating Committee in the short and medium term consisting mainly of road inventory and related studies, is detailed as follows:

TCAH Programme A/1 Preparatory activity and launching of road inventory and data collection efforts followed by processing and analysis of the information obtained, so as to determine

the location and nature of the missing links and substandard and deteriorated segments; and preliminary estimates to quantify the resources required to improve and upgrade these sections to the acceptable minimum standard of an all-weather highway.

TCNH Programme A/2: Pre-feasibility and engineering studies, or co-ordination of such studies at the national level, of the identified substandard segments of the Tripoli-Windhoek Highway, to determine the viability and bankability of individual projects, for phased improvement and prioritising purposes.

TCNH Programme A/3: Pre-feasibility study and detailed engineering design, or co-ordination of studies and designs of the feeder roads to the Tripoli-Windhoek Highway.

B. Facilitation of travel and trade

4. Travel and trade in Africa in general, and along the Tripoli-Windhoek Highway system in particular continue to be impeded not only by lack of adequate infrastructure, but also by non-physical obstacles of an administrative and legal nature. To determine the extent of these obstacles in the field, it would be necessary to conduct a study along the Highway and investigate current transit conditions, particularly at the frontiers between member countries. Only then can the Co-ordinating Committee be able to formulate effective remedial measures. Proposed activities of the Committee in this respect are detailed as follows:

TCNH Programme B/1: Determination of the nature and extent of non-physical barriers at frontiers of member States and along the Highway in general, by actual investigation of current travel and trade arrangements at all border crossings, and at interim barriers, if any.

TCNH Programme B/2: Review of the design standards and traffic regulations prevailing in member countries, with a view to determining whether and to what extent these can be made uniform.

TCNH Programme B/3: Preparation of inter-State treaties, agreements and related legal instruments designed to standardize procedures and regulations concerning customs, immigration, exchange control and traffic matters.

C. Monitoring and co-ordinating of maintenance

5. The state of maintenance of roads throughout Africa is generally considered grossly defective; and the Tripoli-Windhoek Highway system is no exception. Another important function of the Committee is therefore the monitoring and evaluation of the quality of maintenance operations in member countries. Concerted efforts would need to be made to coordinate improved maintenance performance. Since lack of trained

manpower throughout the region is a high contributing factor to the chronic deficiency in road maintenance, seminars and joint training programmes, (preferably at multi-national centres in member countries), of maintenance personnel is considered useful in the continuing effort to improve the level of maintenance. The following activities are proposed for consideration by the Co-ordinating Committee.

- TCAH Programme C/1: Monitoring and evaluation of maintenance performance on the Tripoli-Windhoek Highway and its feeder links to determine the quality of the riding surface as well as the extent of deterioration of the roadway and structures; and establishment of a data base on the backlog of postponed maintenance activities, reasons for non performance, and on expected future increases in costs of rehabilitation and in vehicle operating costs.
- TCAH Programme C/2: Organization of maintenance seminars to improve awareness of member governments of the importance of timely and efficient maintenance operations; and the consequences of postponed maintenance activity in the form of increased vehicle operating costs, and expensive reconstruction and rehabilitation later.
- TCAH Programme C/3: Preparation of maintenance manuals and handbooks to assist maintenance personnel in Africa (where such Handbooks are scarce), and particularly geared to the terrain and environment of the Tripoli-Windhoek region.

D. Co-ordination of resource mobilization efforts

6. The Committee may wish to co-ordinate national efforts in resource mobilization, and initiate concrete action aimed at programmed negotiations with donors to obtain external financing to supplement domestic efforts at the national level, for the effective implementation of programmed work. The following specific activities are proposed

- TCAH Programme D/1: Scheduled negotiations with international financial institutions, friendly and co-operating industrialized nations for bilateral and multilateral financial and technical assistance to implement projects for the improvement of missing links and substandard segments in the Tripoli-Windhoek Highway, and eventually in the feeder roads.
- TCAH Programme D/2: Organization, in co-operation with the ECA secretariat, of Pledging Conferences and/or Technical Consultative Meetings, to familiarize and sensitize interested donors with individual projects on the Tripoli-Windhoek axis.